



SPRING 2013





Cover and above: Oak-Harriet streetcars wye'd at 50th and Penn Avenue S., while almost all Bryant cars continued south on Penn to 54th Street. It made for an interesting operation which was well recorded by trolley fan photographers. Above: Vernon Langdon from Chicago, an old friend of George Isaacs, shot this view looking west on 50th through the windshield of his bullet-nosed Studebaker in 1954. For more on 50th and Penn, see page 4.

TWIN CITY LINES

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The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior. Its mission is to preserve Minnesota's electric railway heritage.

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THE CARRYING POWER OF A 5-CENT PIECE

What is The Minneapolis Street Railway Company giving its patrons in exchange for a 5-cent piece?

In 1875, the Company gave the passenger a ride of about 2 miles in a cold, dark, damp, uncomfortable **House Car**.

In 1885, the carrying power of a 5-cent piece had increased to a maximum ride of about 4 miles in an up-to-date **House Car**.

1875 **HOUSE CAR** 2 MILES

1890 **HOUSE CAR** 6 MILES

1908 **HOUSE CAR** 13.5 MILES

Diagram No. 1—Maximum Distances Possible to Travel for One 5-cent Fare at Different Periods.

In 1890, the carrying power had further increased to a maximum of about 6 miles over one continuous line (transfers not having been introduced) is what was then—and in most cities still is—a modern Electric Car. This was a single track, 4-wheel Car, equipped with 2 motors and hand brakes, and with a seating capacity of 20 passengers.

Today, a passenger can ride from the extreme end of any local line to the Fair Grounds, Minnehaha Falls, Fort Snelling, Lake Harriet, Columbia Heights, or the City Workhouse for a single 5-cent fare by making use of a transfer. The maximum ride any of these trips includes is about 13 1/2 miles.

Prior to 1875, the Street Railway rate between Minneapolis and St. Paul was 70 cents each way, or 70 cents for the round trip. To the passenger who was compelled to pay a car fare in order to get to the station, and whose destination was some point beyond the business center of

St. Paul, the expense was further increased 20 cents—or total of 90 cents for the round trip.

It is now possible for a passenger to cover exactly the same ground at a maximum expenditure of 20 cents.

In other words, the entire railroad fare is now saved.

Approximately 75 per cent of the total travel between the cities is on transfers and under conditions as outlined above.

Without the use of transfers, the 10-cent ride here between the cities is less than one-half the legal rate for street railroad transportation for an equal distance.

Diagram No. 2 in this article clearly illustrates the distance a passenger could be carried on our lines at various periods between 1875 and 1909 for one 5-cent fare.

The time required to travel any distance has also been greatly reduced, thus saving valuable time to patrons. By referring to Diagram No. 2 shown in this article, a graphic comparison may be obtained of the distance possible to travel in 30 minutes on House Cars, the first Electric Cars and our present Cars.

1875 **HOUSE CAR** 2.5 MILES

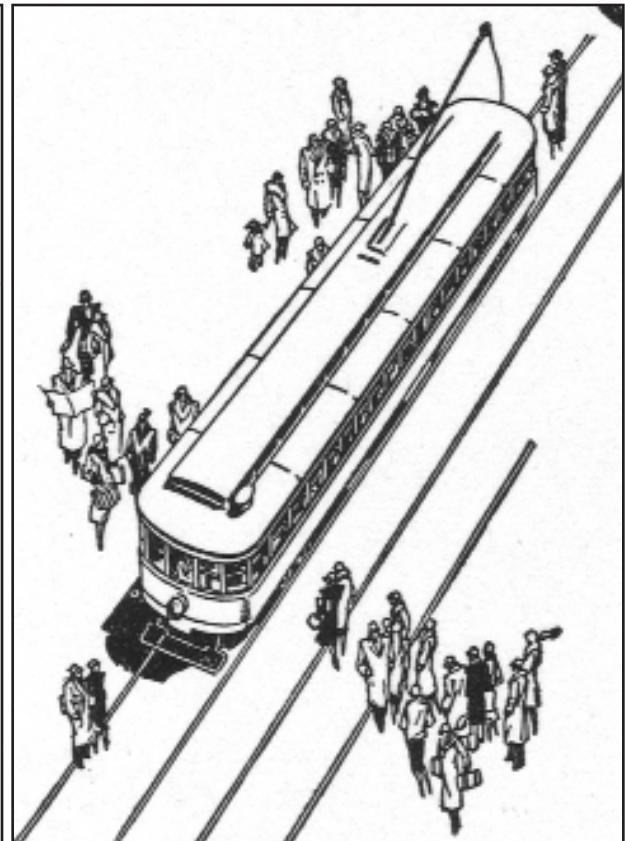
1890 **HOUSE CAR** 4 MILES

1908 **HOUSE CAR** 6 MILES

Diagram No. 2—Maximum Distances Possible to Travel in 30 Minutes at Different Periods.

It is unnecessary to state that the comfort a passenger experiences today in traveling on the Minneapolis Street Cars is infinitely more than he was enabled to enjoy in the past.

C. G. GOODRICH,
Vice-President.



The nickel fare was a sacred cow to riders and politicians. TCRT campaigned against it for decades before a fare increase to 6 cents was finally approved in 1920. The ad at left is from 1908.

CORRECTIONS AND NEW INFO

On page 4 of the last issue the Chicago Great Western commuter train locomotives were erroneously described as 2-4-4Ts. They were 2-4-2Ts.

The top photo on page 10 doesn't show the CGW shops. It's actually the South Park Foundry--same office building as on page 12.

On page 20, the Central Corridor LRT route was described as passing through the old city hall site west of Cedar Street. In fact it turns off a block earlier at Minnesota Street.

The Fall 2012 issue described how transfer agents distributed transfers to passengers on downtown street corners and for awhile at a transfer station. Turns out we have a transfer agent hat badge in the collection.



50th and Penn

The intersection of West 50th Street and Penn Avenue South in Minneapolis was unusual for being served by two different lines from downtown Minneapolis.

First to arrive was the Oak-Harriet line. It branched off the Como-Harriet line at Xerxes Avenue in 1913 and extended to 50th Street. The following year it turned east on 50th Street as far as Penn Avenue. Essentially it served the newly developed neighborhood west and directly south of Lake Harriet. Some cars shortlined at 50th and Xerxes and carried an Oak-Xerxes destination sign.

The Oak-Harriet remained the only service until 1927, when the Bryant line was extended west on 50th Street to Penn, then south on Penn to 54th Street. This was in response to more recent housing development. We don't have actual schedules for the Bryant line, but it appears that most cars travelled through to 54th Street. There was no "Bryant to 50th and Penn" designation on the overhead roll sign.

In 1931 a branch was added to the Bryant line, out Bryant to 56th Street. Thereafter, any cars traveling beyond 50th and Bryant alternated between the Penn and Bryant branches.

Although the two lines connected, offering an easy transfer between them, it was probably seldom used.

It should be noted that the tracks within a mile of 50th and Penn were a series of short grades that were among the steepest in Minneapolis.

A modest business district developed at the intersection. Most of its building remain intact today, along with a reminder of the wye track. Note how the street narrows just north of where the wye ended. The width near the 50th allowed autos to pass a parked streetcar.

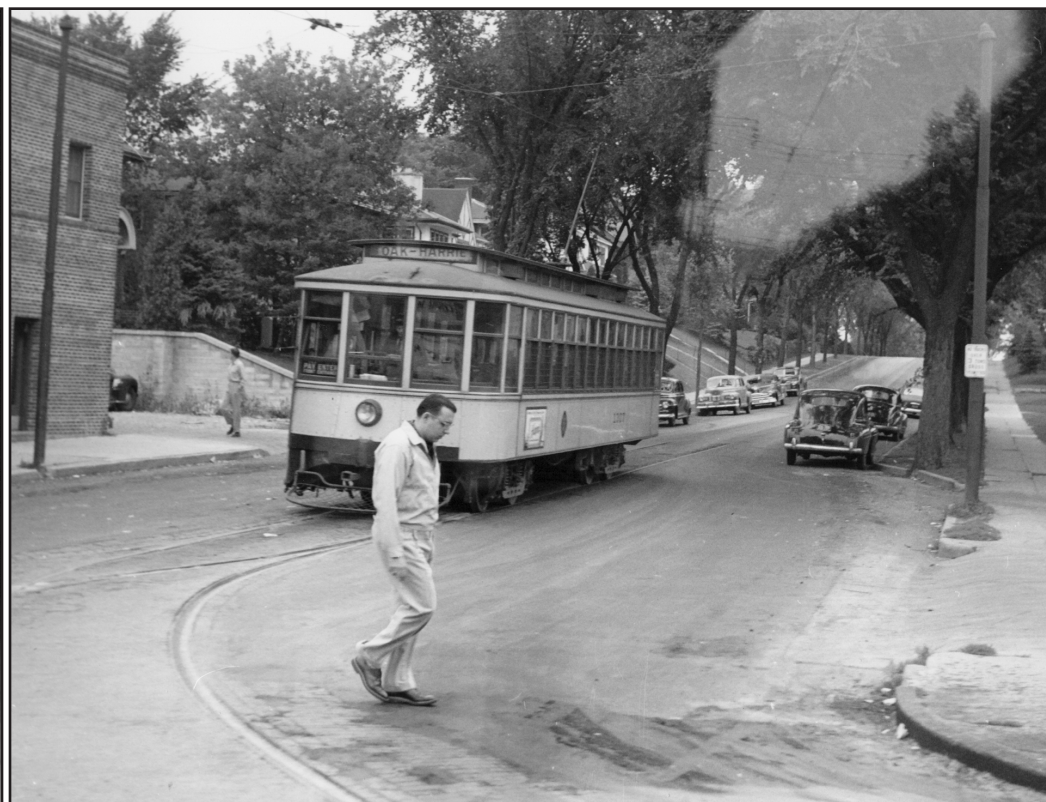


Opposite top: Two comparable views separated by three decades look east on 50th Street toward Penn. The older dates from 1917. The Oak-Harriet line is only three years old and still single track. The building at left still stands. Dan Lapham collection.

Opposite bottom: Taken about 1949, the intersection looks much the same today. Norton & Peel photo, Minnesota Historical Society collection.

This page: Three views of the wye on north side of the intersection.

Below: Dick Lukin photo. Lower right: Note how the street is wider next to the wye, to allow autos to pass. John Stern photo, ERA collection.



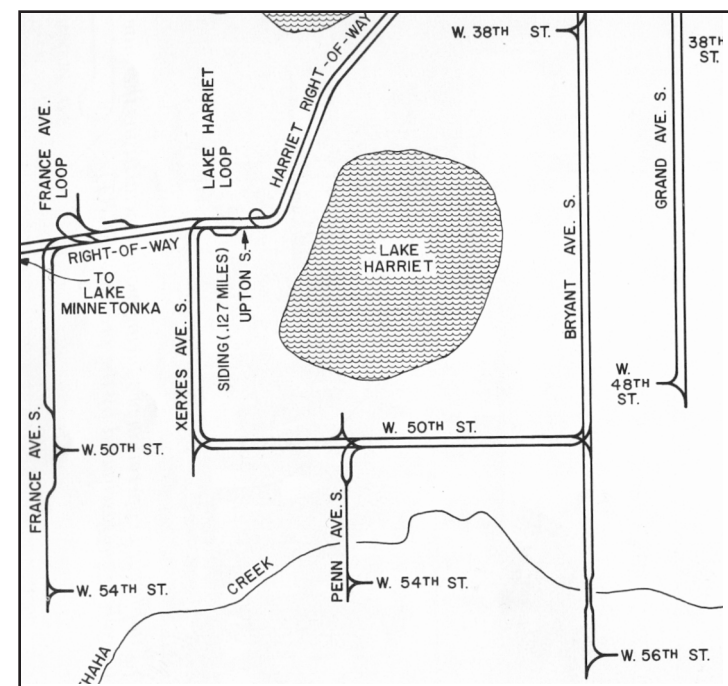


Left: One Oak-Harriet car vacates the wye as another one arrives. It will pull past the switch in the foreground and back into the wye.

Below left: Another view of an Oak-Harriet car turning from the wye onto 50th to head for downtown. Ed Nelson photo.

Opposite top: Bryant cars passed through the 50th and Penn intersection on their way to 54th and Penn. The trolley of the PCC at right has derailed. Forrest Johnson collection.

Opposite bottom: In 1946 the 54th and Penn wye was closed for street repairs. Bryant cars turned back at 50th and Penn and transferred their passengers to double ended lightweight #3, which shuttled to 54th Street. It was #3's last assignment.







These views look in both directions at Penn Avenue from mid-block between 50th and 51st Streets.

Above: Looking north. Note the Oak-Harriet car in the wye in the upper photo.

Below: Looking south.



The Historic Lincoln Car



Located at Columbia Heights
Minneapolis

TCRT and the Lincoln funeral car

-Aaron Isaacs

The sesquicentennial of the Civil War has renewed interest in its history. Much of this has focused on Abraham Lincoln, propelled by Steven Spielberg's movie about his last days. Two organizations are attempting to replicate the train that carried Lincoln's body home to Springfield, Illinois after his assassination, in particular the special railroad car that was built for Lincoln and ultimately carried him in his casket.

What possible connection could this have to Minnesota streetcars? From 1905 until it was destroyed by fire in 1911, the Lincoln funeral car was owned by Thomas Lowry, the president of Twin City Rapid Transit. Lincoln was Lowry's idol. There was also a personal connection. Lowry's brother, William Ross Lowry, served in the Civil War and died on the same day that President Lincoln was assassinated.

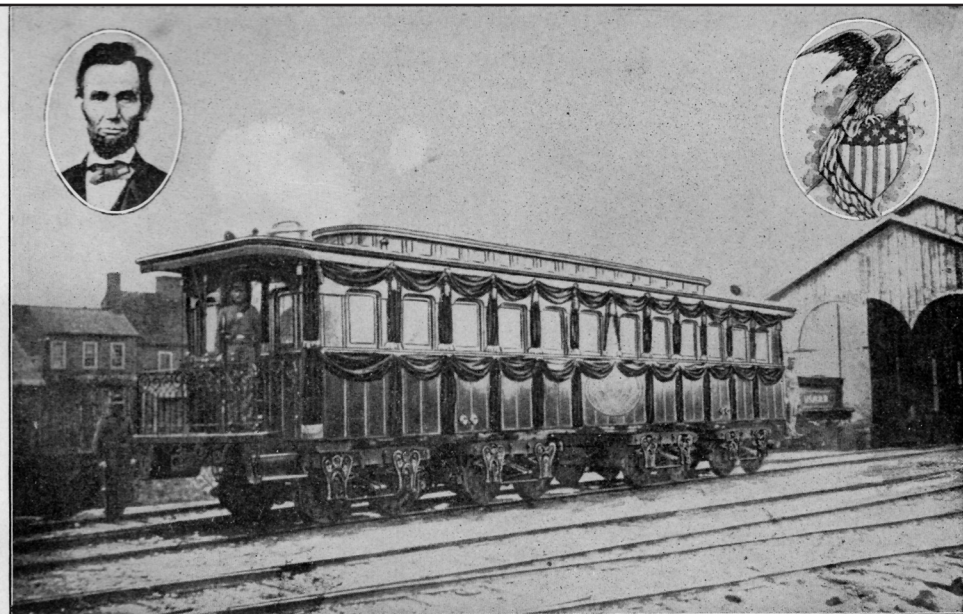
First, some background on the car. As usual, my favorite source is the historic Minneapolis Tribune, now searchable online. I found a series of articles that flesh out the story. Hearing it in the language of the time carries more impact than if I rewrote and summarized it.

Minneapolis Tribune March 19, 1911

It was built in the military car shops in Alexandria, Virginia, in 1863, for the special use of President Lincoln and his cabinet. It was used by the martyred president many times, and after his assassination on April 14, 1865, carried the body of the great emancipator to Springfield, Illinois, where he was buried.

The funeral car was returned to the military shops after it had performed its last service for whom it had been built. In June of the same year it was used to convey the body of Mrs. W. H. Seward, wife of the secretary of state under Lincoln, to her former home in Auburn, New York.

The year following the car was ordered sold and was bought by T. C. Durant, who was then building the Union Pacific railroad. It was used as the official car of



Built for the use of President Lincoln by the United States Government in the U. S. Military Car Shops at Alexandria, Va., in 1863-1864. Conveyed Mr. Lincoln's remains from Washington, D. C., to Springfield, Ill., for burial in 1865.

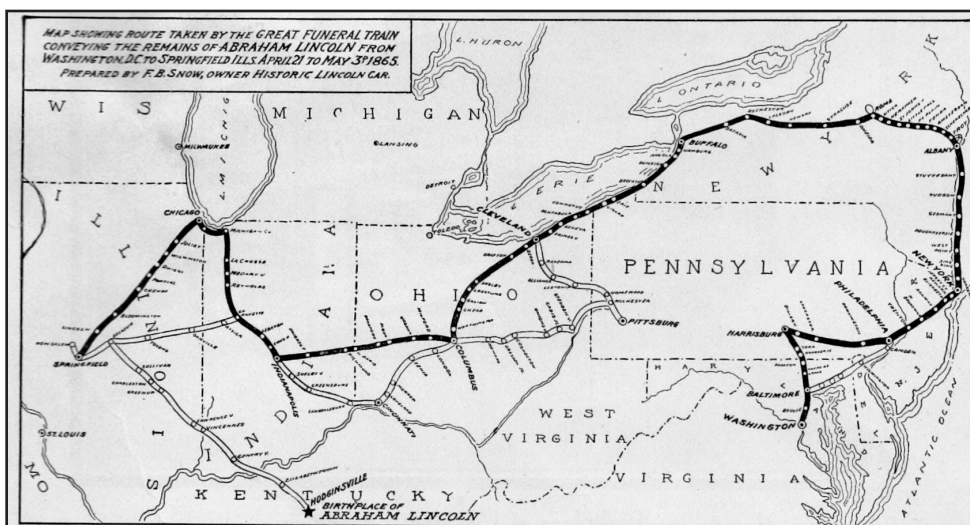
HISTORIC "LINCOLN CAR"

Owned by Thomas Lowry

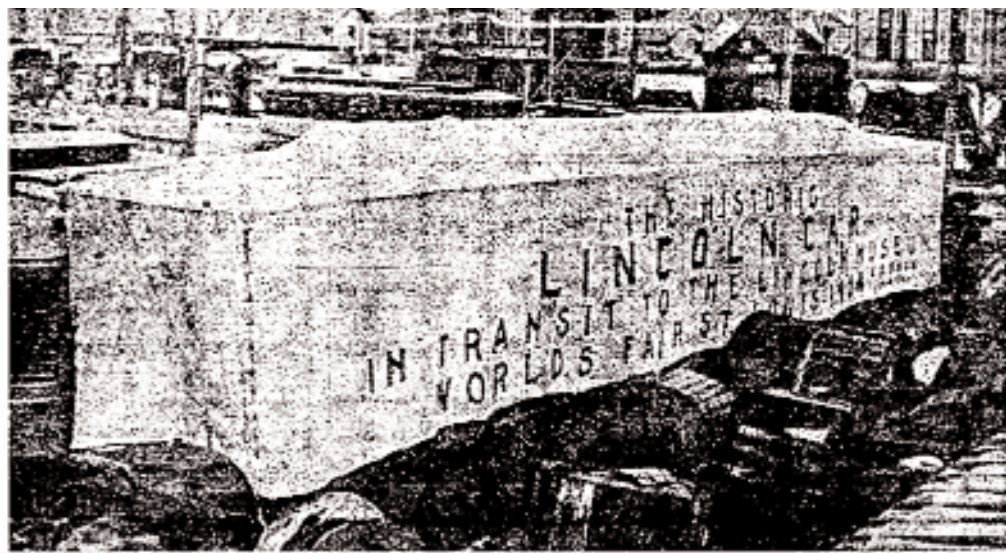
Purchased from the Government by the Union Pacific Railroad Co. in 1865. Purchased from the Union Pacific Railroad Co. by Franklin B. Snow in 1903. On exhibition in the Lincoln Museum, World's Fair, 1904.

From Government photograph taken at the United States Military Car Shops, Alexandria, Va., April 20th, 1865. After being draped to receive the body of Mr. Lincoln and while waiting orders to move to Washington, D. C., six miles away to receive the remains. The military guards can be seen on duty.

Reproduced here are the cover and two pages from the TCRT-issued brochure that recounted the history of the Lincoln funeral car and directed visitors to it by streetcar.



The star shows where Mr. Lincoln was born, Feb. 12, 1809. The light parallel lines running to Springfield shows the route taken in drifting to that city. Those running East and merging into the heavy black line in places shows his famous inauguration trip to Washington in Feb. 1861. The heavy black line shows route of the Funeral Train, a distance of 1,662 miles.



THE FAMOUS LINCOLN CAR AS IT NOW LOOKS AT THE STREET RAILWAY SHOPS. IN THE SPRING IT WILL BE REMOVED TO COLUMBIA HEIGHTS.

Above: The Lincoln car was shipped to Minneapolis under the same protective tarp it wore to and from the 1904 St. Louis world's fair. From the Minneapolis Tribune.

Right: A glimpse of the car under restoration at 31st Street Shops in 1905.

that road for many years until its standard of luxury had been surpassed by the cars of later models. It was placed in common use on the mountain lines in Colorado and later placed on a sidetrack to rot away.

It was on exhibition in the transportation building at the Columbian Exposition in 1893. In 1899 it was placed on exhibition at the Omaha world's fair. Vandals splintered one of its sides at that time.

In 1903 Franklin B. Snow purchased it from the railroad. It was placed in a museum especially built for it at the St. Louis world's fair in 1904. In 1905 an attempt was made to exhibit the car in cities throughout the United States, but this proved impractical and was soon abandoned.

September 15, 1905

One of the most sacred relics of the American nation, the historic private car of Abraham Lincoln, is to become one of the priceless possessions of Minneapolis.

The generosity of Thomas Lowry, who will doubtless present the car to the park board, has secured this treasured relic for

sacred relic and escort it to some safe resting place until proper disposition of it can be made by the park board.

October 3, 1905

The historic private car of Abraham Lincoln...was brought to Minneapolis yesterday from Joliet, Illinois. The car was secured by Thomas Lowry a few weeks ago. He will have it restored as nearly as possible to its original appearance.

TCRT had a restoration job on its hands, reminiscent of something our museum might undertake.

February 11, 1906

Much work has been done connected with the historic car. When purchased by Mr. Lowry it had been sadly neglected. It

was found in the hands of George F. Drake and Franklin B. Snow at Joliet, Illinois. They were officers of the Lincoln car Association, a company which had failed to make the money they had anticipated by exhibiting the car, and it had gone into the first stages of disintegration.

The body of the car was located at Joliet, the wheels at St. Louis, the lamps in Chicago and there were countless other things that had formed part of the furnishings which had to be gathered together from the far corners of the country. They had been purchased as relics and many of the things were held high. The task of gathering the various pieces was left in the hands of Horace Lowry, who is still busied in trying to locate lost pieces. It is the hope, however, that every portion of any consequence of car and furnishings can be located and secured.

July 31, 1906

The historic Lincoln funeral car...is to be stationed at Columbia Heights during the encampment week of the G.A.R. That the veterans will appreciate the opportunity to see this most interesting relic of the most mournful tragedy in American history, there can be no doubt.

At midnight, the car left the shops of the Twin City Rapid Transit company where the most painstaking repairs have been made on it to preserve the individuality. Because of the fact of its association with all that was mortal of the emancipator, this relic has always had a peculiar attraction for the people.

The car was placed on display just south of 37th Avenue and west of Central Avenue NE, where the Soo Line tracks cross Central.

Feb. 13, 1908

That the Lincoln funeral car, now stationed at Columbia Heights, be given a more central location is the request that local Grand Army posts and allied orders



WEST HOTEL, Minneapolis, Minn.



The Columbia Heights car leaves the corner of West Hotel every seven minutes.
Take this car to see "HISTORIC LINCOLN CAR."

will make of Thomas Lowry, the owner of the car. Its present location is too far out to make it readily accessible by the great mass of the people, and Mr. Lowry will be asked to give his permission to have it placed in one of the city parks.

Thomas Lowry died in February 1909. A full page of the Tribune was devoted to eulogies and three of them mentioned his fascination with Lincoln. Two years later the unthinkable happened.

March 19, 1911

The historic Lincoln car was totally destroyed by a prairie fire that swept Columbia Heights yesterday, burning every bit of dry grass in the northeast part of the city and setting fire to the crate in which the car had been boxed.

Several homes were scorched. Scores of women and children turned out to fight the fire with buckets of water and brooms.

The historic private car of the martyred president was totally destroyed. Fragments

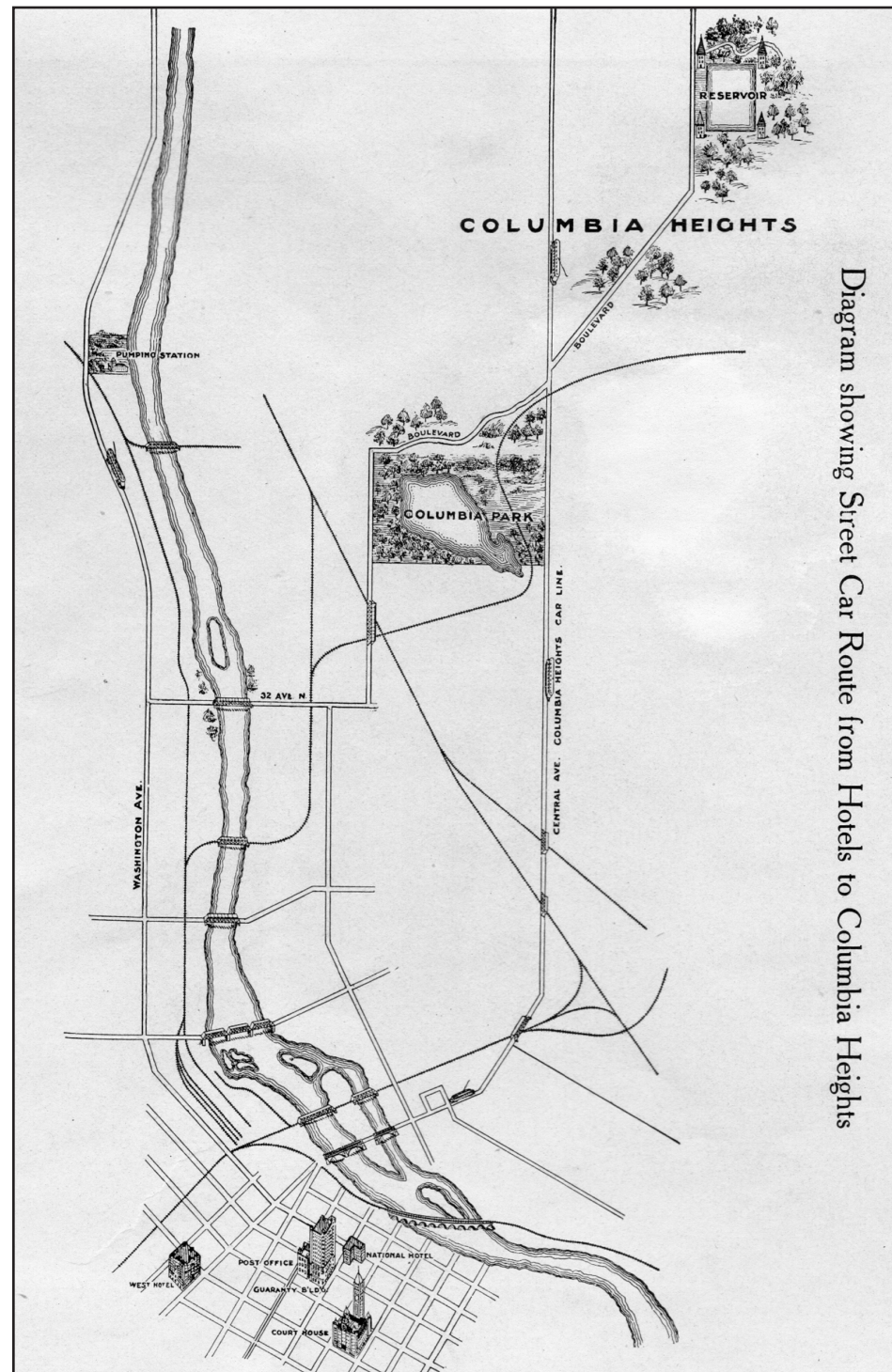


Diagram showing Street Car Route from Hotels to Columbia Heights

of the ruins of the historic car will be given to the public as mementos by Edmund G. Walton, manager of the Columbia Heights Land company, owners of the car.

The fire, which swept over a mile and a half of prairie, was started by a bonfire lighted by small boys on the outskirts of Columbia Heights. The high wind drove the flames rapidly over the meadows. Flying sparks set fire to the Lincoln car, getting such a headway that when the Minneapolis fire department arrived the car and its protecting crate was a mass of charred ruins.

The Lincoln funeral car...had become known to nearly every person in the United States, having been on exhibition at many fairs over the country, its most notable exhibition having been in the Lincoln museum at the St. Louis world's fair in 1904. It was considered the most sacred relic in the United States, outside of the famous Liberty Bell.

Later Thomas Lowry purchased it and brought it to Minneapolis. It was placed in a crate in Columbia Heights and an iron fence was placed around it. There thousands of visitors to Minneapolis have inspected it.

"All who visit today will be allowed to have a piece of its ruins as a memento," said Edmund G. Walton last night.

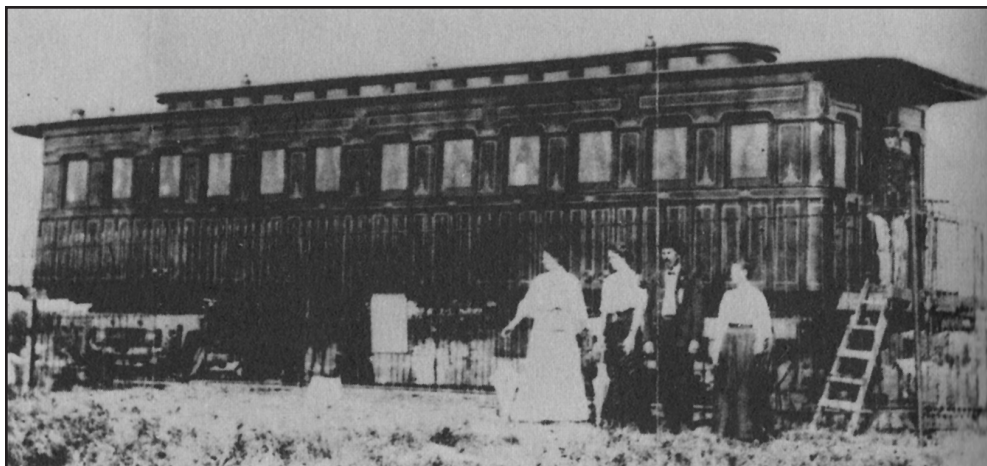
March 20, 1911

Hundreds of Minneapolis people visited Columbia Heights yesterday in order to view the devastation wrought by Saturday's prairie fire and secure souvenirs of the historic Lincoln car. Little except scraps of iron were left for the relic hunters.

July 12, 1914

In an unlikely postscript, S. H. Gordon of northeast Minneapolis made a violin out of his piece of the funeral car.

Recently MSM was able to acquire on Ebay a small brochure issued by TCRT. It relates the history of the Lincoln car, and instruct visitor how to visit it by streetcar. Portions are reproduced here.



The Lincoln car on display in Columbia Heights in 1908, for the 42nd Encampment of the Grand Army of the Republic.

Etiquette of the Trolley

What men and women should and should not do on cars

From the Minneapolis Tribune-1898

There is a such a thing as trolley car etiquette, but the average person who pays his five cents to ride a long or short distance would hardly believe it.

There can be no doubt of the fact that well bred people do ride on trolley cars, but politeness seems to vanish as the conductor is signaled, and even refined people seem to have one thought on entering the car, and that is their own personal comfort at the expense of everyone else.

But the fact that there is so little politeness on a trolley car makes the necessity of etiquette more important than under any other condition of our crowded city life.

It is on the trolley car that all classes of society meet and it's among the cosmopolitan crowd that good breeding is especially noticeable, not only because it is much to be desired, but because it is both unexpected and infrequent.

The man who boards the trolley car should not labor under any delusion that paying his fare means owning the car. He should be gentleman enough to remember

that he is not the only passenger entitled to rights of his own. He should not be oblivious to the fact that there are others.

He should not, if he is a big, fat man, persist in monopolizing one of the end seats of the car, making it necessary for the other passengers, who are bold enough to attempt to occupy the same row, to

ignominiously crawl over him to gain a seat. He should remember that there are not India rubber men and women, and consequently cannot reduce themselves to the thinness required in order than they may slip by him with ease.

He should not sit with his feet sprawled out before him, making a stumbling block for those who follow after.

He should not regard a trolley car as the proper place for humming and whistling the latest popular airs.

He should not allow his arm to rest carelessly on the back of the seat, especially if an attractive young woman is sitting next to him.

He should not stare at a pretty girl, nor talk to the man with him for her benefit only.

The woman who rides in a trolley car, whether she is young or old, should take special care that her actions do not stamp her immediately as ill-bred.

No matter how comfortable, she should not sit with her feet resting on the railing in front of her. She should make her feet as inconspicuous as possible.

She should not talk for the benefit of the car. She should be careful that her manner is dignified and quiet.



According to the above article, this is improper behavior during a trolley car party, in this case on the private car St. Louis in Duluth.

She should not flirt.

She should avoid giggling.

She should never mistake a trolley car for an impromptu restaurant. She should remember that it is not the proper place to eat.

In addition to the etiquette for the average passenger who rides in a trolley car, there is also an etiquette for the trolley car parties now so much in vogue. That merry, informal affair—a trolley car party—should never be given without inviting one or more chaperones.

Even if the temptation is great, the guests should not laugh and sign while riding through the city streets. They should avoid attracting too much attention.

No matter how seductive the moonlight, a trolley party should be more of a jolly affair than a sentimental one.

Though the chaperone is on board, the party should be over at midnight.

The Employees' Business-Getting Campaign

Duluth Street Railway ridership dropped steadily through the 1920s, and then the Great Depression hit and the decline accelerated. By the end of 1930, the situation was becoming dire. The lightly patronized West 4th Street line had been abandoned and others would follow in the next two years.

Duluth had always been a strong union town and bitter conflicts between labor and management occurred with some frequency across a variety of industries. There had been a street railway strike as recently as 1912. However, in the mid-1920s, DSL instituted an experiment in participatory management, organizing its employees into safety teams that encouraged a safe work place. From the records that are available, it appears that employee suggestions to improve safety were taken seriously by management. If so, this was a major departure from the traditional authoritarian style of transit management, and may have laid the foundation for a desperate effort to retain street railway jobs.

On Nov. 20, 1930, a rather remarkable document was approved at a meeting in the carhouse club room attended by 225 of the company's 350 "car men". Thus started the Employees' Business-Getting Campaign.

Whereas, the employees of the Duluth Division of the Duluth Street railway Company, realizing that street railway patronage in the city of Duluth has decreased steadily over a period of years, resulting in the present receivership, and

Whereas, further loss of patronage may bring about abandonment of operation, or at least drastic curtailment of service, with loss of employment to us and hardship to those who depend on the street cars, and

Whereas, we are convinced that the street cars render an essential service, necessary to the welfare of the people of Duluth, the maintenance of our schools, the preservation of property values, and the success of retail business, and

Whereas, we desire to assist our company by special effort at this time to provide the best possible service to encourage greater use of the car,

Therefore it is resolved, that all employees of the Duluth Street Railway Company join in a whole-hearted and spirited independent employee movement to regain lost patronage:

-That we will be courteous and considerate to passengers under all conditions,

-That we will run on time—never ahead of schedule,

-That we will make all transfer connections consistent with good service,

-That we will distinctly call all streets and avenues, and keep a sharp lookout for passengers,

-That we will keep posted as to time of cars on all lines so that we may be able to give accurate service information,

-That we will keep our cars clean, properly heated, and well-ventilated,

-That the safety of passengers and the public will be our first consideration always.

Be it further resolved, that the Executive Committee is authorized to appoint committees to work out ways and means of

making the service as nearly one-hundred percent perfect as is humanly possible under the present conditions, and of selling people on its advantage to them in economy and convenience.

The meeting's chairman stated that it was the opinion of the volunteer committee that called the meeting, that the decline in patronage could be stopped and ridership increased. He stated that "the first move would be to put our house in order by making the service as close to 100 per cent perfect as possible." To that end, the resolution basically committed employees to doing their jobs the way they should be done, because poor service was self destructive.

However, there was must more to the Employees' Business-Getting Campaign. Higher seniority car men began to voluntarily take more days off and give up their "extra work" (overtime) so that lower seniority men could remain on the payroll.

The next step was a publicity campaign to persuade the public to drive less, ride the streetcars more, and refrain from picking up free passengers who would otherwise have ridden the streetcar. The committee immediately took their case to the local newspapers, and this write-up appeared.

Duluth Herald Dec. 12, 1930

It is impossible not to sympathize with the intelligent effort that is being made by the employees of the street railway company to protect their jobs by improving street car business. Realizing their livelihood is in danger, they have resolved to see if they can't do something to change this. They are asking their friends, and everybody they can reach, to use the street cars more. They are asking those who have automobiles not to rob them of any more business ...by picking up free passengers. They are telling automobile-owners that they can save money by using less gas and the street cars more. And 60 of the older employees are giving up part of their earnings to carry 15 car men with the hope that the tide will turn and business improve.

By the end of 1931, memos from the

committee state that the top 80 percent of the car men were giving up sufficient hours to keep the 50 lowest seniority employed. "Keep 50 men employed" became a primary selling point of the campaign.

Some employees ignored the program, drawing this response from the employee committee:

In view of the fact that representatives are interviewing business men, appearing before clubs and other public gatherings, in an attempt to gain patronage from the public, that the employees of this company should set a good example by using the street cars about town, except in some emergency cases.

"Hitch-hiking" should be discouraged by neither offering automobile rides to strangers, nor accepting rides from others.

It is hoped that all employees who can, will use the street cars in going to and from work, and refrain from parking their automobiles around the property, as it does not look well to the public.

The committee worked hard to generate publicity for the campaign. Apparently the newspapers were cooperative, because a March 30, 1932 committee resolution resolved that "the good will created...and the benefits derived by the city...is in no small measure due to the timely articles appearing in the newspapers; and we hereby extend our thanks to the newspapers for their contributions to our cause..."

In 1931 there was an attempt to repeal the Duluth jitney ordinance that prohibited buses and private autos to cruise streetcars routes and carry passengers in exchange for a fare. The employee committee joined DSL in opposing any change and was successful.

In May 1932, the campaign pioneered a convenience that had not occurred to the company, the posting of streetcar schedules at stops. It created 8 x 10 timetables, and passed them out to streetcar riders and local officials, along with a letter describing the campaign, with the request that they post them in public places.

Few opportunities to spread the word were missed. Seventy-five copies went to the Duluth Public Schools Superintendent, accompanied by this letter.

Transmitted herewith are 75 of the mimeographed forms which you kindly suggested sending out with your current weekly bulletin. In calling attention to it in the bulletin, might I suggest that you briefly mention the following facts?

A. That good transportation is essential to the efficiency of the public school system.

B. That tax revenue from the street railway company and its employees pays a substantial part of the public school expenses.

C. That cooperation as suggested in the circular on the part of the teachers will help the local employment situation.

On June 3rd three volunteers distributed 350 schedules on Park Point.

On May 31, 1932 the committee attempted to spread the campaign to the Superior carhouse, presenting it at an employee meeting there.

A June 15, 1932 memo from the executive committee of the employees' association recapped the past efforts and proposed these initiatives:

—Let's get 500 habitual drivers (among our relatives and friends) to promise to ride the street cars every weekday, reserving their automobiles for pleasure riding.

—Let's get 1000 other automobile drivers to ride street cars or buses one day a week.

—Let's get another 1000 automobile drivers who feel they cannot leave their cars at home, to agree not to pick up passengers.

Accomplishment of this quota would mean some \$50,000 per year in revenue.

The following paragraph urges car men to reduce the company's electricity cost, with the idea that lower costs would protect jobs.

If each of us would save 25 cents worth out of the approximately \$3.00 worth of power used each day, the power bill would be \$10,000 less per year. Let us study and follow these ten suggestions.

1. Release the air entirely before

applying power in starting.

2. Feed up the controller to the eighth point in six seconds under normal conditions.

3. Avoid running on the resistance points.

4. Coast down grade and a reasonable distance before each stop. Don't "fan" the brakes.

5. Save unnecessary braking by keeping a safe distance behind street cars and other vehicles.

6. Use the gong freely.

7. Avoid stopping on curves if possible.

8. Look well ahead. Anticipate stops or slow downs. Coast to them.

9. Turn off lights when not needed.

10. Avoid unnecessary conversation and other distractions which affect the efficiency of operations.

Did it work? Even though ridership continued to decline, memos from the committee speculate that it would have been worse without the campaign. The file contains several letters from businessmen in support of the campaign. N. F. Russell, President of Bridgeman-Russell Dairy Products (remember Bridgeman ice cream?) wrote,

A representative of your organization called for the purpose of trying to get the auto owners to stop picking up people standing on the corners waiting for street cars. I, no doubt, living in Lakeside as I do, have picked up as many as anybody has. I never looked at the matter in the same light after talking to your representative, but will say that I have already discontinued this practice and in the future will follow London Road instead of Superior Street.

The information for this article came from a chron file in the Jim Kreuzberger collection. The last page in the file is a Feb. 14, 1933 memo from the employee association president to the top company officials. It notes that the campaign is entering its third year, and thanks to it, there is "a clearer understanding of our problems by the traveling public and...a friendlier attitude toward the company and employees generally."

And with that the file ends.

Phalen Park

After Como Park, the most popular St. Paul park destination for streetcar passengers was Lake Phalen. Unlike Como, it featured a swimming beach.

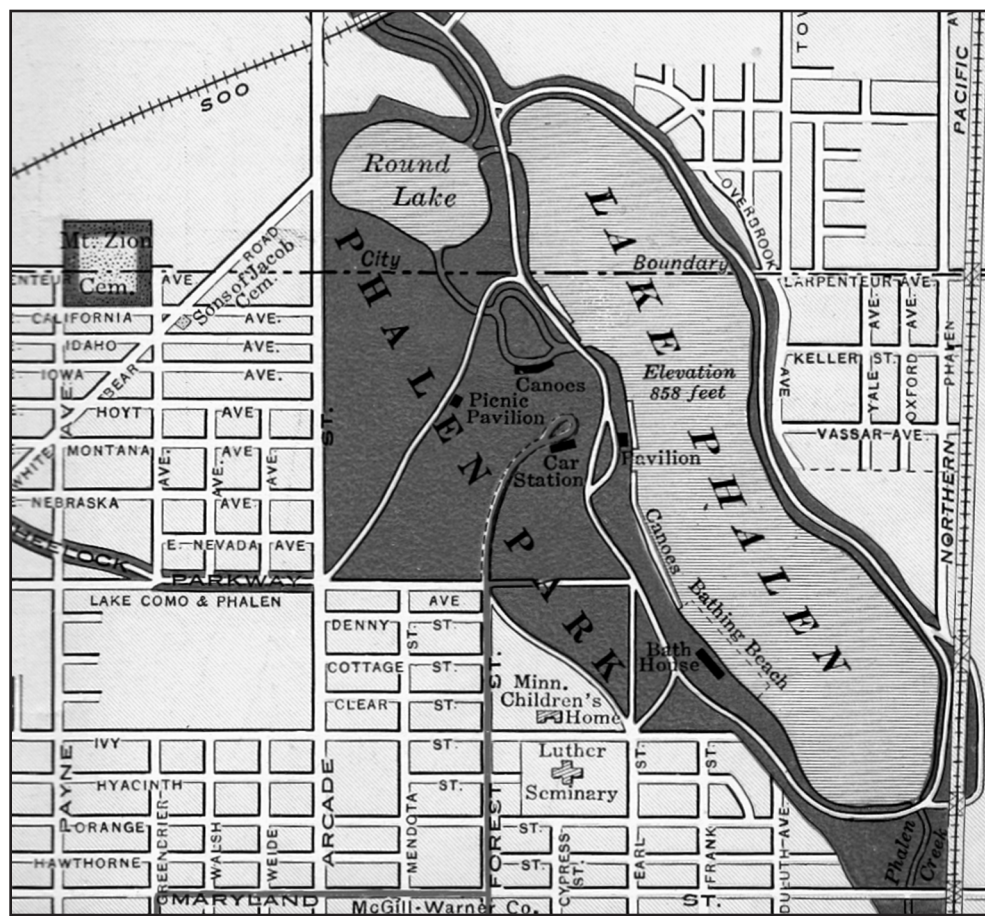
Streetcar service arrived in 1905 as an extension of the Payne Avenue line from the corner of Greenbrier and Maryland Avenue, via Maryland to Forest. After entering the park, the track left the street behind and ran on private right of way. Curving to the northeast, the line ended in a double track loop at a waiting station about a block from the lakeside pavilion.

In 1913 a new line was built on

Arcade Street from East 7th Street to Case Avenue to Forest Street to Maryland Avenue. It terminated there until 1916 when the Phalen Park cars were shifted to the new line. Merchants on Payne Avenue protested the change, and Payne service to the park was reinstated a few days later. At the same time a new wye was opened at Forest and Wheelock Parkway, on the south edge of the park.

In 1917, the Payne Avenue line was extended on Maryland beyond Forest Street to Duluth Avenue just south of the lake and all Payne Avenue service to into Phalen Park was eliminated.

In 1930, track was extended east on



Above: The Phalen Park map from the 1917 Twin Cities Today brochure, published by TCRT.

Opposite page: Three scenes at the first Phalen park station. Top: Mike Buck collection. Lower right: Winona County Historical Society collection.



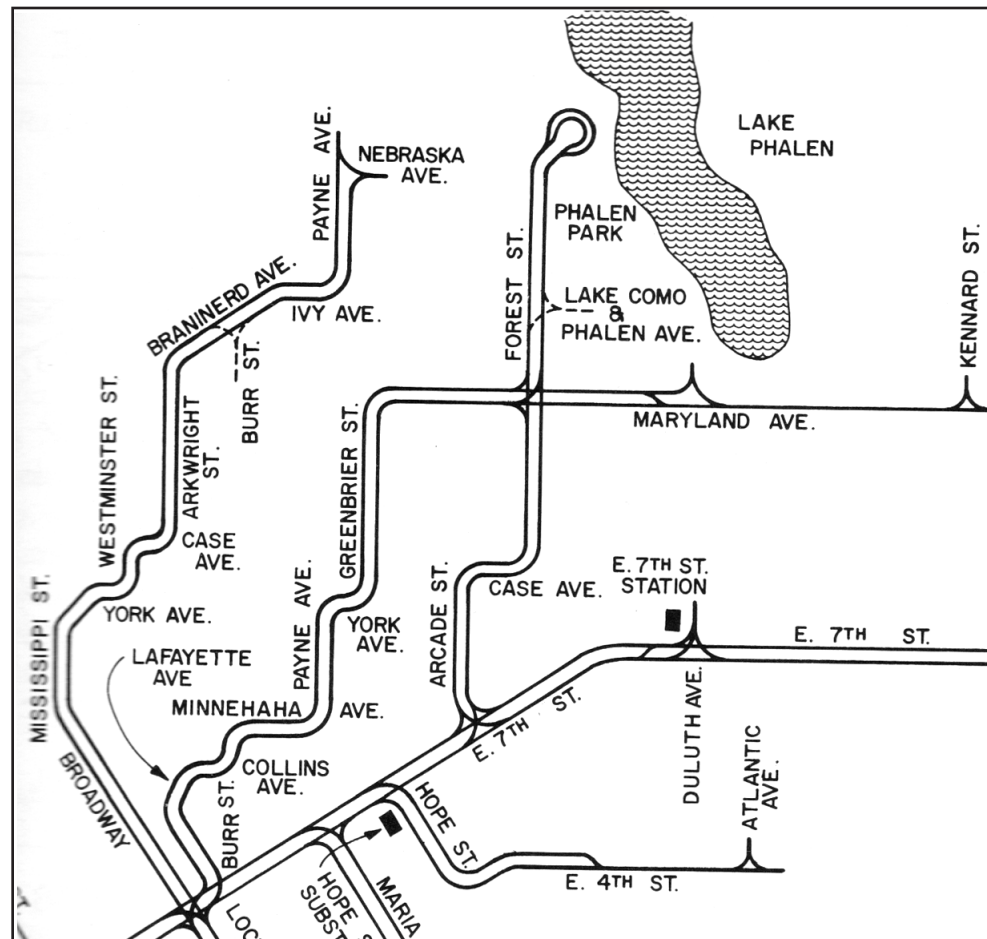
Maryland Avenue from Duluth Avenue to Kennard Street. It was the last track extension in St. Paul.

Service remained stable until 1948, when the Arcade Street bridge was

closed for rebuilding. The decision was made not to reinstall the streetcar tracks on it. Buses were substituted and the streetcar service was reconfigured. The tracks were

abandoned on Arcade, Case and Forest south of Maryland, and on Maryland from Forest to the end of track at Kennard. Payne Avenue cars now turned north from Maryland onto

Forest and terminated in Phalen Park. That would remain the service configuration until abandonment on September 6, 1952. Thereafter, there was never bus service into the park.



Above left: Looking south at a northbound car. In the distance the track in Forest Street is visible. Norm Podas photo.

Left: A southbound car leaves the private right of way at Wheelock Parkway. The signs say "Do not walk on track" and "Do not drive on track". Will Whittaker photo.

Opposite top: Two different views of the curve inside the park. This one looks north. Will Whittaker photo.

Opposite bottom: Looking east at a northbound car. St. Paul Parks Department collection.

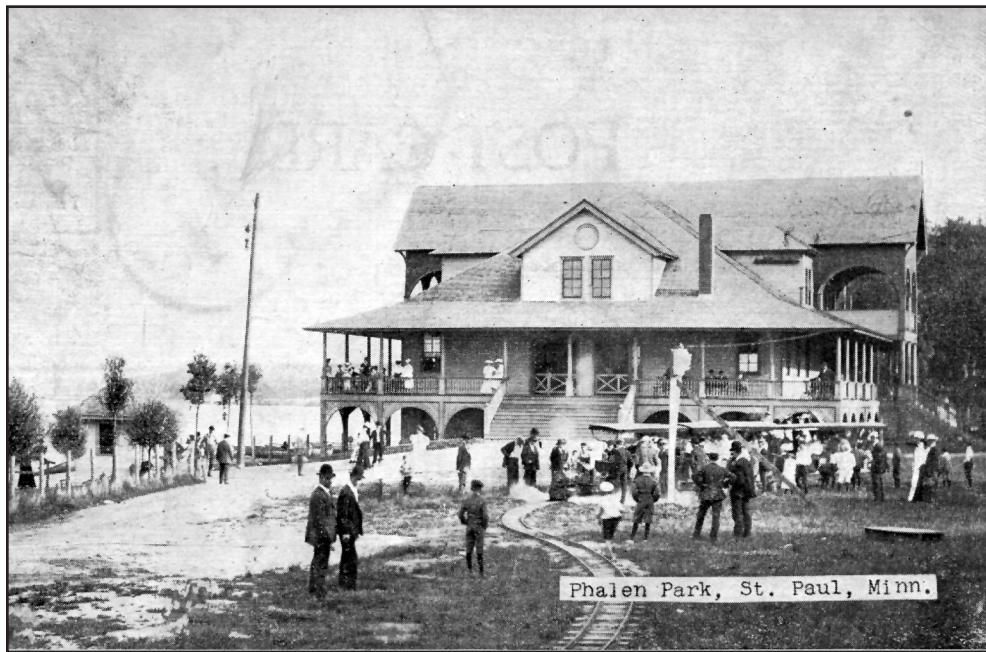




It's unknown when this substantial waiting shelter replaced the original wood one. Note that the cars are signed for Payne Avenue, following the 1948 abandonment of the line on Arcade and Forest Streets. Above left: Ray DeGroote photo. Above right: Minnesota Historical Society collection.

Phalen Park featured an unusual double track loop. The PCC car has left the waiting station and is travelling around the loop. Norm Podas photo. The lower right photo shows a car leaving the loop, with another parked at the station. LeRoy O. King collection.





The Lake Phalen pavilion was located about a block from the streetcar station. It once featured a miniature steam railroad.

The Payne Avenue line touched the very southern edge of Phalen Park on Maryland Avenue. From 1917 until 1930 it terminated at this wye at Maryland and Duluth Avenue. Note the Payne to Duluth sign. This is the only known photo of that location, and a fine piece of early night photography. Minnesota Historical Society collection.



Inter-Campus memories

Last year MSM contributed photos to the University of Minnesota Alumni Association's Fall 2012 magazine for an article on the Inter-Campus streetcar. This was a two-way street, because the magazine asked alumni to send in their memories of the Inter-Campus. About 100 responded, and quite a few were posted at www.MinnesotaAlumni.org/trolley, along with the article. Here are some good ones.

I hold three degrees from the University of Minnesota. This had me riding the trolley between the two campuses every day. During the winter of 1952, on a -30° F afternoon, the packed-with-students trolley left St. Paul. It jumped the track midway between the campuses. The car lost power immediately and in less time than it takes to tell it, the temperature inside the car dropped like a stone. Whimpering, shivering, scared-to-death students looked out at the open country through which the tracks ran. There was no communication between the trolleys and the University. It took about 20 minutes for the half-loaded car from Minneapolis to reach our location. We jammed the combined riders into the "rescue" trolley, which backed its way to Minneapolis. All's well that ends well.

Allen Schlesinger (B.A. '49, M.S. '52, Ph.D. '57)

In 1944-45, as a frightened freshman, I rode the trolley every weekday to campus, walking half a mile to and from the Minneapolis-St. Paul city limits on Como Avenue to the room I rented in St. Paul. That saved me the double fare that was charged on the regular streetcar lines if you crossed the city boundary. I never knew where that trolley went from Como Avenue. It seemed to just appear and disappear. Writing this, it occurs to me it might well have been closer for me to walk to the St. Paul campus and catch the trolley, but that year I was too timid to

investigate beyond the familiar. Besides, the St. Paul campus was then known as the farm campus and I was entranced by the city, through being a farm girl who got herself to this great and wonderful university.

Arvonne Fraser (B.A. '48)

I remember taking the trolley when we commandeered all the silverware at my sorority house during a pledge walkout and taking the "loot," via the trolley over to a willing co-conspirator group on the farm campus. It was a convenient and fast means of escape.

Sheila Turkington Bangs (B.S. '55)

The Flying Banana. That's what we called the main-campus-to-ag-campus streetcar in 1947-48. The FB made regular stops en route. One was at University Village, at Como and 29th, where my wife and I lived in Trailer N-10. We returned to live in UV in 1956-59, this time in Q-162, but by that time the trailers were gone and the Yellow Banana had been replaced by a bus.

Bill Harmer (B.S. '50, Ph.D. '59)

How pleasant it was in May, moving along at a good pace through the trees and greenery along the "rural" parts of the route. Windows were wide open, and we took in the fresh breeze with its scents of fresh mown hay, and leaves brushed as the trolley sped through to the next clearing.

Naughtali Knox (B.A. '55)

The conductor, at the back door, would ring a bell two times when it was safe to go on. This one morning, the conductor stepped off the trolley to help someone. Before he could climb back on, one of the students pulled the bell twice and away we went. I watched the conductor hollering and throwing his fists. The driver did not become aware of his absence because every time he stopped the bell was rung by a student and no one was telling him what happened. When we arrived in Minneapolis the driver turned to look for everyone to get off

and when most of the students were off he realized what had happened. At first he started to laugh and then he realized the trick had been on him and he became angry. I am still laughing and so was everyone else after they were off the trolley.

Joanne (Goranson) Burke (B.A. '53)

Going along the edge of the experimental plots in the fall, we would often see pheasants flying across the tracks ahead of us. The trolleys had trouble maneuvering through heavy snows and one time the overhead attachment to the power cable broke loose. We couldn't move until either a passenger or the motorman crawled up on top of the car and reattached the cable.

I can still hear the low groaning sound of the trolley motor as it began to pick up speed, finally humming along nicely as the car rocked back and forth on its way back to the St. Paul campus with this young college freshman deep in thought: "Sure hope I passed that botany lab final. What the heck are stomata?!"

Roger Wilkowske (B.S. '57)

We lived at the University Village on Como Avenue, and I rode the trolley to my doctor's appointments. We had two girls and two boys while living there in half of a barracks without a car and I couldn't have managed without it. My husband, Herb Hannam (B.S. '48, M.S. '52, Ph.D. '56), used it every day to get to the University campus and said it was very reliable. He was going to school under the G.I. Bill, and it was affordable.

Trudy Hannam

I lived in University Grove and as a preteen took the trolley every Saturday to Dinkytown to go to the cinema. That was 1934-37. Then in 1937 I began at University High School and took the trolley five days a week for six years. After two years in the service I returned home and used the "intercampus" from 1945-49 when I



finished medical school.

The most interesting person on the trolley was its conductor. "Skipper" Spencer had an eidetic memory. No passenger's name was ever forgotten even with years of time between trips. His favorite activity after collecting fares was to engage the professors in a dialogue. His memory allowed him to be versed on all subjects so he more than held his own.

John Amberg (M.D. '49)

I remember that trolley well. The fellow who was the conductor knew everyone's name. How he could remember all the names of all the students is so remarkable. I rode that trolley for four years. I remember one time some fellow came and sat by me and started a conversation. He later told me he had noticed me and always wanted to sit by me. That day, he said, "If the seat is empty next to her I am going to sit by her and introduce myself."

Marjorie Johnson

As a student at the University of

Conductor "Skipper" Spencer, a fixture on the Inter-Campus in the 1930s and 40s. U of M Archives collection.

Minnesota in the early 1940s, I regularly traveled between campuses on the intercampus streetcar. As Skip punched our tickets, he also learned and memorized our names. It wasn't long after the fall quarter began, that Skip was welcoming each rider by name. During the trip, he often talked with students learning of their experiences on campus. Skip was a checker champion at the University and once played against 12 students at a time in Coffman Union and won all 12. Skip was a legend and friend to all students.

Thor Kommedahl (B.S. '45, M.S. '47, Ph.D. '51), Professor emeritus, plant pathology

For teenagers it was a fun ride, horsing around and hassling "Skipper," the long-suffering conductor. Skipper had a hand punch with a specially shaped die to cancel rides on a pass card. We would cleverly retrieve the chad from the card and

insert it in the punched hole, thereby garnering a free ride. Of course Skipper knew very well what we were doing and usually chewed us out but occasionally let us think we'd put one over on him.

Tom Keller (B.S. '43, M.S. '47)

My husband, Eugene Tavonatti, and I rode the trolley for four years. We were both at the ag campus. I was in home ec and he was in forestry. We met at a tea dance at the ag union and were married when we were sophomores. From that time on we lived in the University Village (for married veterans) so we rode the trolley from campus to campus.

Jean (Penney) Tavonatti

I remember boarding the trolley on the Minneapolis campus after a hectic morning of running from building to building to meet my overfull class schedule. Once on the trolley, the stress drained away as we were whisked (but not too fast!) to the St. Paul campus on tracks that wound through the shade and coolness of green trees. Even now, many years later, calling forth from my mind's eye the feeling of relaxation while traveling the trolley is almost a mantra.

Hope Bouvette Thornberg (B.S. '57, M.A. '75, Ph.D. '79)

When I was finished taking a difficult final exam one weekend at the University, I ran fast to catch my usual streetcar that was just approaching the stop. When I got home, my wife looked out the window and said, "Where is the car?"

Oops. I had taken the car that morning and, given the stress of the exam, had forgotten. So back on the streetcar to find the car at the University.

Gerald Herzog (B.S. '50)

It was finals time and we were anxious to get back to the Minneapolis campus for our next exam. The conductor left his post in the back of the streetcar to answer a call of nature.

We had long figured out the code on the streetcar, one bell for going ahead, two for stops. So, we "stole" the car that day. The conductor was last seen waving his arms as we rounded the turn north of the ag campus. On we went, ringing the bell at all the stops, letting people on and off without incident. We arrived on the Minneapolis campus in record time, got off and left the motorman sitting there!

Wendell Niemann (D.V.M. '57)

I rode the trolley in 1943 and the majority of fellow passengers were military stationed on campus for various programs. After serving two years as a WAVE in the Navy I returned to complete my B.S. No more Army and Navy riders but many G.I. Bill students, as I was. I lived at Comstock and spent lots of time on the U's version of the Toonerville Trolley.

Professor emeritus M. Barbara (Seckinger) Killen (B.S. '49, M.S. '51)

In 1954 my wife and I were living in

half of one of the Quonset huts along Como Avenue provided for student housing. She was pregnant at the time and was doctoring at the U of M hospital which provided pre- and post-natal care for students for the astounding sum of \$50. We couldn't afford a car at the time and when the labor pains became frequent we walked to the streetcar line and rode the trolley to the hospital—a memorable trip.

Chuck Guthrie (D.V.M. '57)

Memories of riding the intercampus trolley between the Minneapolis and St. Paul campuses of the University of Minnesota will forever stay in my mind's eye and my very soul. I began my studies as a freshman at the U of M in the fall of 1952 with a double major in journalism and foods and nutrition. With classes on both campuses, riding the intercampus trolley became a part of my daily campus life.

Although this was an opportune time for reading assignments and

doing homework, for me and others riding over the noon hour it became an advantageous time to eat our bag lunches. The memories of the multiple aromas of those lunches has stayed with me even after these past 60 years, with the most significant memory being that of the pungent smell of oranges being peeled and eaten. To this day, although I love oranges, I have avoided peeling and eating oranges in a communal environment.

Carol Tema Opheim (B.S. '56)

It was final exam week, winter quarter 1952. A number of freshmen pre-veterinary medicine students, including myself, had a final exam in physics on the ag campus. We hiked over to 15th to catch the intercampus trolley. While waiting, a fellow pre-vet classmate, Charlie, drove up in his 1935 Ford and offered us a ride. We piled into the car and proceeded to the stoplight to cross University Avenue. Just then, the gear shift lever on the floorboard came out of the transmission. We struggled to get it back, but in so doing, the gears became locked. Time was passing and we were getting very concerned about our final exam. We scribbled a note—"Gear shift broken, went to take final exam"—and placed it under the windshield wiper blade. We all then jumped aboard the next trolley and then ran to where the final exam was in progress. When finished, we boarded the old reliable trolley and rode back to the Minneapolis campus.

Ron Werdin (D.V.M. '57, Ph.D. '72)

I was one of the fortunate students who was able to work my way through school. Though I lived on the Minneapolis campus in Winchell Cottages, a co-op dorm on either side of Sanford Hall, I worked on the St. Paul campus as a typist. Taking the trolley each day was such a restful treat. We boarded near Folwell Hall. It slowly moved and rocked through urban and tree-lined paths. I loved arriving on the bucolic "farm



About 1938, students crowd aboard an Inter-Campus car at the St. Paul Campus loop. It's one of the former Lake Minnetonka high speeds. U of M Archives collection.

campus"—so peaceful.

Anne Seltz (B.S. '55, M.A. '67)

I was a farm and small-town boy from Franklin, Minnesota, experiencing my first exposure to an electric streetcar on my almost daily ride on the intercampus trolley. It was a big deal to take a first hour class in St. Paul, ride the trolley and make a second hour class in Minneapolis with time to spare. It was a spectacular ride along the north side of the farm campus during the fall color time when a pheasant in the field was not an uncommon site.

Peter E. Poss (B.S. '??, D.V.M. '57)

As a pre-vet-med student in the early '50s I rode the trolley regularly. The

trolley crew used the St. Paul campus Student Union restrooms as needed on their regular stops. On one occasion the motorman got back to the driver's seat, however the conductor didn't get back at the same time. An impatient student rang the all-clear bell and the motorman left en route to the Minneapolis main campus. The student rang the bell after each regular stop. I understand that the prank ended well when the conductor got back on for the next trip.

Gerald Jacobson (B.S. '53, D.V.M. '55, M.P.H. '60)

A few of the respondents recalled streetcar rides to and from the campus

on other lines.

Our church young people's group would charter a streetcar for a "Streetcar Party." The streetcar would pick us up at about a block from church and would travel completely around the cities of Minneapolis and St. Paul completely dedicated to our group. As we moved along we would play various games, such as hanging a sugared donut tied to a string on one of the holding straps. Imagine trying to bite into a sugary mess as the streetcar swung and swayed down the tracks. Ahh! Those were the days

Arthur Johnson (B.B.A. '49)

When I entered the U of M in

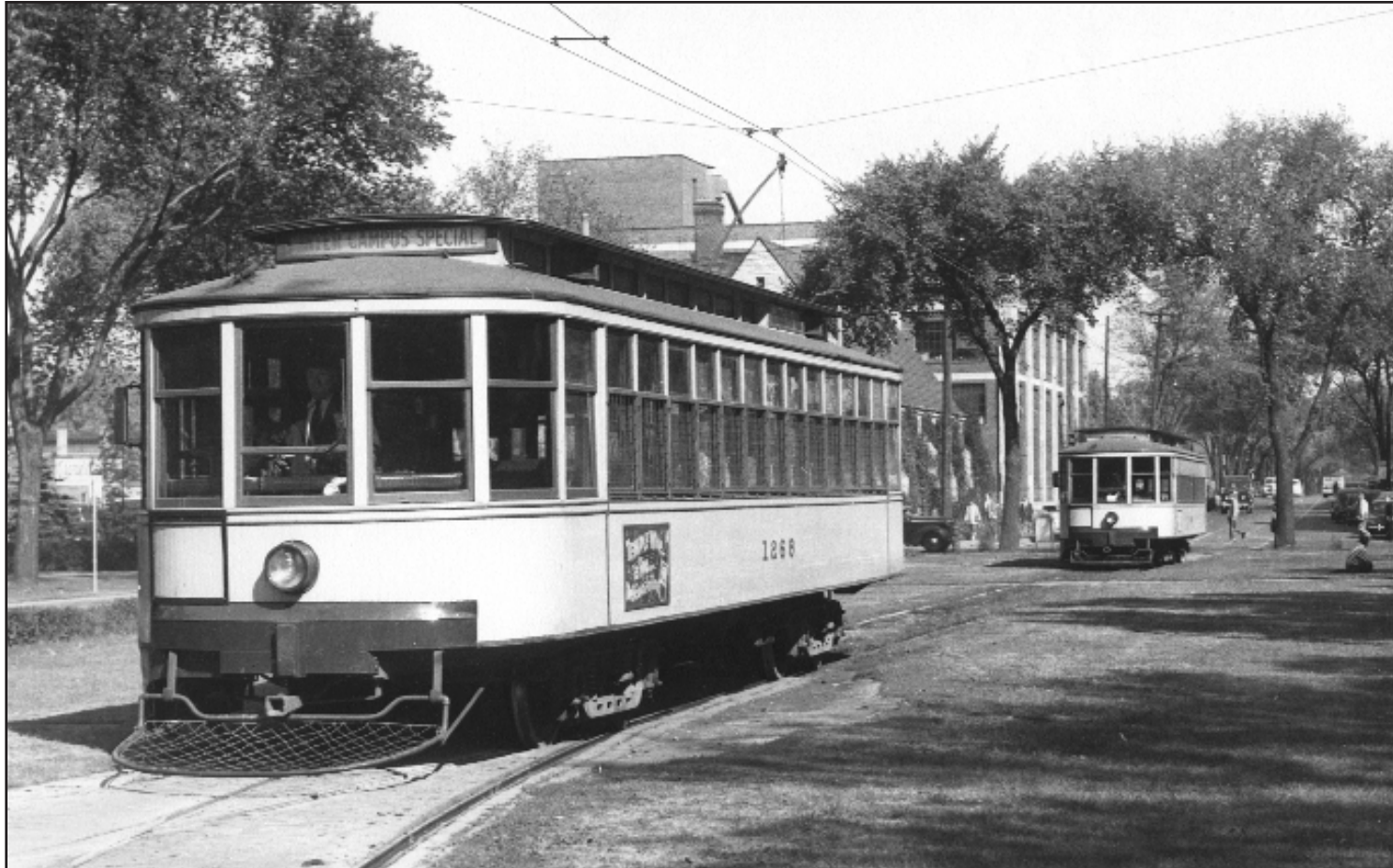
September 1939, I often walked to the Lake Street line to get to the campus. And while attending the U I courted heavily my classmate and future wife, Ruth Lind. Those late night adventures again meant a long ride on the Lake Street line with substantial walks at both ends to get me between the two cities. More than once I courted her so late I'd miss the midnight streetcar by a minute or even less, which meant close to an hour's wait for the next one.

Dawes Potter (B.A. '42)

I rode the St. Paul-Minneapolis streetcar from fall of 1952 to spring of '54. There were always a lot of students waiting for the streetcar in front of Coffman Union. It was a welcome sight to see the streetcars come over the Washington Avenue Bridge, especially in cold weather. I paid one (student) fare when I got on, and one when I got off in downtown St. Paul, where I had a part time job.

I always planned to use the time, usually 30-40 minutes, to study but rarely did. The streetcars would reach a high speed and a smooth ride, but they would lurch left and right on the tracks, giving a loud, shrill whistle to any motorists in front of them. University Avenue, especially in St. Paul, was much busier in those days (there was no freeway then) and was always crowded with industrial trucks. The streetcar operators would usually start off at high speed, never mind the students still walking, sometimes stumbling, down the center aisle, their arms clutching books, searching for an available seat. The conductors would call off the street names as the streetcars approached each intersection. My memory is that the streetcars would frequently make better time than other vehicles, especially in the winter.

Don Follett ('56)



A pair of Inter-Campus specials enter the Minneapolis campus in the median of 15th Avenue SE. Tom Desnoyer photo, Greer Nielsen collection.

Bill Cordes captured this panoramic view of a Minneapolis-bound Inter-Campus car arcing through the research plots on the north edge of the U of M St. Paul "farm" campus.





Abandonment is near as a PCC car parts the weeds in Phalen Park in 1952.

A plow clears the same right of way at Wheelock Parkway, where the tracks entered Forest Street.



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